IN THE CLAIMS

1. (Currently amended) A power transmission drive comprising a synchronous drive for an internal combustion engine, with which a rotating angle between a driven member and a drive member can be detected, wherein a member of the power transmission drive includes an electronic controller which interacts with a control system of the internal combustion engine, wherein a sensor, comprising a transducer, detects an oscillating angle deviation, a rotating angle deviation, an irregularity in rpm, or a correcting movement between the driven member and the drive member and sends a signal to the controller, which calculates a control parameter, wherein ~~after~~ upon detection of a defined limit value [[is]] being exceeded, the controller initiates an emergency program that changes an operating power level of the internal combustion engine [[to]] from an existing power level to a lower power level that is lower than the existing ~~operate the internal combustion engine at a lower~~ power level.

2. (Previously presented) Device according to claim 1, wherein a free engine clutch allocated to the driven member or the drive member protects a drive for an accelerated angular velocity of the power transmission drive.

3. (Previously presented) Device according to claim 1, wherein, for forming a coupled drive, a power transmission means of the power transmission drive is connected to a running wheel of the power transmission drive acting as a control drive for the internal combustion engine.

4. (Previously presented) Device according to claim 3, wherein the power transmission drive includes, as a drive member, a fuel pump, which, in connection with an associated sensor, the controller, and a free engine clutch, prevents

operation of the internal combustion engine above the lower power level for a disruption in a function of the fuel pump.

5. (Previously presented) Device according to claim 3, wherein a free engine clutch is arranged in a running wheel between an inner ring locked in rotation with a pump shaft and an outer ring of the running wheel.

6. (Previously presented) Device according to claim 4, wherein the free engine clutch is inserted within a housing of the fuel pump and connects to two journals of the pump, which is a high-pressure pump.

7. (Previously presented) Device according to claim 2, wherein the free engine clutch comprises a clamping body free-wheel or a clamping roller free-wheel.

8. (Previously presented) Device according to claim 1, wherein the sensor is allocated to a unit of the power transmission drive.

9. (Previously presented) Device according to claim 1, wherein after an oscillating angle deviation, rotating angle deviation, or irregularity in rpm set as a limit value has been exceeded, the controller triggers an acoustic and/or optical signal.

10. (Previously presented) Device according to claim 1, wherein measurement values, which exceed the limit value, and also measurement values, which correspond to a tolerance range preset for the limit value, are stored in a fault memory of the controller.

11. (Original) Device according to claim 1, wherein the measurement of the rotating angle deviation between the drive member and the driven member is taken for a warm-running internal combustion engine.

12. (Previously presented) Device according to claim 1, wherein, in an operating state of the internal combustion engine, in connection with the at least one sensor and the controller, a continuous comparison of measurement values is performed by the controller for determining an oscillating angle deviation, an irregularity in rpm, or a rotating angle deviation between the driven member and the drive member.

13. (Previously presented) Device according to claim 1, wherein the power transmission means for the power transmission drive comprises a toothed belt.

14. (Previously presented) Device according to claim 1, wherein a tensioning device is allocated to a loose section of the power transmission drive.

15. (Previously presented) Device according to claim 4, wherein the fuel pump, which is pivotally supported against a spring element simultaneously acts as a tensioning device of the power transmission drive.

16. (Previously presented) Device according to claim 1, wherein the power transmission drive includes a starter generator, with which the internal combustion engine is started in a start mode, and the internal combustion engine drives the power transmission drive in a generator mode.

17. (Previously presented) Device according to claim 8, wherein the unit of the power transmission drive comprises one of a tensioning device, a camshaft adjuster,

a deflection roller or a water pump.